

COUNTRY East Germany REPORT  25X1

TOPIC Brandenburg-Grado Airfield

EVALUATION see below PLACE OBTAINED  25X1

DATE OF CONTENT 8 July to 10 October 1952

DATE OBTAINED  RED 24 November 1952 25X1

REFERENCES

PAGES 9 ENCLOSURES (NO. & TYPE) 3 - three sketches on ditto

REMARKS

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1. The following rail shipments for the Soviet Air Force in Brandenburg  25X1
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<u>Date</u>	<u>Shipments</u>	<u>From</u>	<u>To</u>	
8 to 31 July	7 flatcars loaded with bunkers	Brandenburg-Altstadt	Worneuchen	25X1
	6 tank cars and 4 box-cars			
	6 tank cars and 4 box-cars			
	2 tank cars and 4 box-cars			
8 September	3 boxcars with military goods			
10 September	9 boxcars with military goods			
28 September	4 boxcars with military goods			
2 October	7 boxcars with personnel 3 flatcars with trucks			

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ARCHIVAL RECORD  
RETURN TO AGENCY ARCHIVES

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2. The following observations were made at the field between 23 August and 10 October:

23 August. About 50 IL-10s with red upper edges on their rudder assemblies were parked on the eastern edge of the field. There was no air activity throughout the day because of rain and poor visibility.

24 August. No flights were made although the weather was slightly better than on the preceding day.

25 August. The same number of planes as previously was observed at the field. After 4:45 p.m., two PO-2 planes with white numbers and red upper edges on their rudder assemblies continuously practiced local flying.

26 August. No air activity. The degree of cloudiness increased.

27 August. After 11:45 a.m., flying was practiced by PO-2 planes. The visibility was limited to about 500 meters.

28 August. The number of planes was unchanged. After 10:15 a.m., there was air activity by three biplanes in favorable weather. Flying was discontinued in the evening.

29 August. There was little air activity by biplanes throughout the day. The weather was favorable.

30 August. Biplanes practiced flying in the morning.

31 August. At 8:30 a.m., 57 IL-10s were counted at the field. The planes were parked in two rows in the eastern section of the landing field. There was no air activity throughout the day.

1 September. Between 7:30 a.m. and 12:30 p.m., individual flights were made by two biplanes. The visibility was good.

5 September. No air activity throughout the day. The degree of cloudiness increased, and there were intermittent rain showers. About 55 IL-10s were parked at the field.

6 September. No air activity.

7 September. No flights were made throughout the day although the weather was favorable.

8 September. IL-10s were parked in one long row on the eastern edge of the field. There was no air activity because of rain.

9 September. No flights were made although the weather grew better.

10 September. No air activity.

11 September. Throughout the day, 30 to 40 soldiers were installing the weapons at the end of the cabins of IL-10 aircraft and refueling the planes. The tank trucks repeatedly moved to the southernmost hangar where a fuel dump was probably located. No air activity was observed.

12 September. Air activity started at 10 a.m. There were no clouds. Within 55 minutes, 24 IL-10s individually took off heading southeast. From the aircraft numbers, [ ] that the planes usually remained aloft for 65 to 70 minutes. All of the planes had red upper edges on their rudder assemblies. One IL-10 plane towed an air sleeve. The last landing was made at 1:45 p.m.. Afterward, the planes were again parked in two rows on the eastern edge of the field.

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13 and 14 September. No air activity. The weather was dull.

15 September. At 8 a.m., flying was started by IL-10s which flew in four finger formations.

17 September. Individual flights were made by IL-10s between 8:30 a.m. and about 1 p.m.

18 September. The IL-10s were parked in two groups of about 25 planes each on the eastern edge of the field. Source observed that all the planes had red upper edges on their rudder assemblies. Between 9:30 and 9:33 a.m., 16 IL-10s took off in four formations of four planes each. The planes took off in groups of four and flew only in four finger formations. They landed between 10:28 and 10:39 a.m. Four formations of four planes each again took off between 11:03 and 11:08 and landed between 12:10 and 12:25 p.m.. The landings were made in elements of two. White numbers observed on the aircraft included "0 2 among the first formation, "0 24 among the third formation, and "0 9 and 12 among the fourth formation. There was no air activity in the afternoon.

19 September. After 8 a.m., 20 to 25 soldiers worked on the aircraft. Two IL-10s flew between 8:15 and 8:35 a.m..

21 to 23 September. No air activity, probably because of bad weather.

24 September. Two IL-10s practiced flying between 10:30 and 10:52 a.m.. The aircraft strength was unchanged. 25X1

26 September. There was intensive air activity at the field since morning. At 2:30 p.m., 7 boxcars were observed at Brandenburg-Altstadt railroad station. About 12 air force soldiers and billeting equipment were being detrained and picked up by truck /7-50-02, which moved to the Pioneer Kaserne. Six tents were observed close together in the northeastern section of the Pioneer Kaserne. Each tent measured about 3 x 6 meters.

27 September. According to local residents, troops were being detrained at the Brandenburg-Altstadt railroad station during the night from 27 to 28 September.

28 September. In the morning, it was observed that many fresh ruts of trucks and track-laying vehicles led from the railroad station toward the Pioneer Kaserne. Soldiers wearing red-bordered black epaulets and black-bordered blue epaulets were observed entering and leaving the barracks installation. At nightfall, about 75 percent of the windows were lighted.

29 September. There was air activity at the field after 6:30 a.m.. Numerous aircraft of the two groups taxied to the landing field after 8:30 a.m. At 10 a.m., about 100 soldiers fell in in two rows in front of the parked aircraft. The take-offs could not be seen because source had to discontinue his observations. One of the parked planes had the

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1 October. No air activity throughout the day.

2 October. At 8 a.m., about 40 IL-10s were parked in two groups on the eastern edge of the field. After 8:30 a.m., individual flying was practiced by about 12 IL-10s. The visibility was good, and there was a closed cloud base.

3 October. Between 8:30 a.m. and 3 p.m., there was intensive activity by individual planes. After 1:15 p.m., flying was practiced in four finger formations. Air activity was discontinued when it began to rain.

4 October. Maintenance work was in progress on the planes after 8:30 a.m. Three individual flights were made by IL-10s between 10:25 and 11:39 a.m.

5 October. No air activity. It rained.

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7 and 8 October. No air activity. It rained frequently.

9 October. The aircraft strength was unchanged. Most of the IL-10s which were parked in the northern groups had red propeller hubs and red upper edges on their rudder assemblies. After 8 a.m., 40 to 50 soldiers did maintenance work on the planes. A repairshop trailer was being used. When it drew up in front of the planes, the motor cowlings were being opened or removed from the planes. About 25 IL-10s made individual flights between 9:30 a.m. and 1 p.m. The weather was dull. The following aircraft with white numbers, red propeller hubs and red upper edge on their rudder assemblies were observed aloft:

<u>Take-Off</u>	<u>Landing</u>
9:46 a.m.	10:15 a.m.
10:03 a.m.	10:37 a.m.
10:17 a.m.	10:26 a.m. (engine
10:21 a.m.	10:57 a.m. trouble)
11:08 a.m.	11:47 a.m.
12:01 p.m.	12:43 p.m.

Flying was discontinued at 1 p.m.

10 October. About 40 IL-10s were observed on the eastern edge of the field at 7:20 a.m. <sup>2</sup>

- On 22 August, a trailer painted with a red-green checkered pattern was parked east of the aircraft. Vertical rods 25 to 30 cm long were observed on the edges of trailer's roof. The same trailer in addition to four van-like trucks was parked on the southeastern edge of the field on 25 August during air activity. One of the van-like trucks had a frame-like superstructure on the front roof and aft of this frame a triangular flag with black and yellow stripes. During the air activity on 12 September, a green radio truck was parked on the northern edge of the field. The same radio truck was observed on the southern edge of the field during air activity on 18 September. It was again observed together with four other trucks on the northern edge of the field on 29 September. A cross-section frame, probably movable, with a cross wiring was observed on top of the left side of the radio truck. On the front portion of the roof, there was a small slanting superstructure

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covered with wire netting and aft of this superstructure a mast with a projection as big as a fist and pointing to the rear. On the morning of 2 October, only the radio truck was parked on the southern edge of the field. On this day, the cross-section frame was not observed on its roof.<sup>3</sup>

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5. Ten shrapnel-proof aircraft revetments were under construction in the eastern section of the northern edge of the field. Seven revetments were completed on 1 September. Additional shrapnel-proof revetments were under construction in the northwestern section of the field on 26 September. On 10 October, it was observed that 10 revetments were completed and that a plane was parked in one revetment. The nose of the plane projected about 1 meter beyond the revetment.<sup>4</sup>

6. In mid-September, the barbed wire fence along the northern edge of the field was completed as far as Lake Plauer. There was a gap in the fence about 50 meters wide in the southeastern corner of the field. Poles were already placed along this gap. On 10 October, source observed that the fence extended about 300 meters from Lake Plauer along the western field border. An air force sentry with a dog was observed there.

7. In early September, [redacted] during a 6-month period in 1940, a Soviet radio installation had been located in house No 2 on Hannoversche Strasse in Brandenburg. After that period, the house has never been occupied by Russians.

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9. Between 11 and 16 October, there were no aircraft at the airfield. Between 2:15 and 4 p.m. on 16 October, 24 IL-10s landed at the field in formations of up to nine planes. Motor vehicles observed entering and

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10. Between 10:15 and 10:35 a.m. on 8 September, 50 to 55 single-engine ground attack planes were observed at the field. It rained heavily. Between

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11. The Russians entered the aircraft at 12:45 p.m. and took off at 12:53 p.m. in rapid succession. The take-offs were made in formations of four. Immediately after the take-off, the planes assembled in squadron wedge formation and headed south. Shortly afterwards, eight ground attack planes flying in the same formation approached the field and landed individually in rapid succession at 1:01 p.m.

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All the ground attack planes observed had red propeller hubs and red upper edges on their rudder assemblies. A two-axle trailer was painted a blue-red checkered pattern and was parked at the take-off point. At its side, there was a radio truck with an antenna mast on the right side of the roof. Another radio truck with an antenna mast on the left front side of the roof and with a flag on the mast was observed.

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12. The following aircraft and air activities were observed at the field between 22 August and 15 October:

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23 and 26 August. No air activity.

27 August. Take-offs and landings were made between midnight and 2 a.m. and between noon and 2:30 p.m. by three PO-2s.

28 August. At 12:30 p.m., 38 IL-10s were counted on the eastern edge of the field.

29 August. At 11 a.m., the field was occupied by 42 IL-10s. No air activity was observed between 10 and 11:30 a.m.

1 September. Three PO-2s practiced flying between 9 and 11:30 a.m. Forty-six IL-10s were counted on the eastern edge of the field. Only a little flying was practiced although many motor vehicles were parked at the take-off point.

5 and 6 September. Thirty-eight IL-10s were counted at the field.

8 September. Two IL-10s were aloft between 7 and 7:30 a.m. Flying was discontinued after 7:30 a.m. because of rain.

10 September. At 8:50 a.m., an IL-10 practiced flying. The sky was overcast.

11 September. There was little air activity by IL-10s between 10:15 a.m. and 12:30 p.m. and between 3:15 and 4:30 p.m. At 4:45 p.m., 42 IL-10s were counted at the field.

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12 September. There was intensive flying by IL-10s after 8:10 a.m. The cloud base was at an altitude of 200 meters. The aircraft did not assemble in formations although they took off in groups. Flying continued until about 2 p.m.

15 September. At 9 a.m., five IL-10s took off heading south. One of the planes towed an air sleeve. The following take-offs and landings were also observed.

Take-Off

11:05 a.m.  
12:17 p.m.  
12:30 p.m.  
12:34 p.m.

Landing

10:00 a.m.  
11:48 a.m.

12:15 p.m.

12:24 p.m.  
12:56 p.m.

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Air activity was discontinued at 1:50 p.m.

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19 September. There was little air activity by IL-10 planes in the morning.

20 September. Three or 4 IL-10s flew individually between 8 and 11 a.m. At 11:30 a.m., 40 IL-10s were counted at the field.

22 September. At 4:15 p.m., 52 IL-10s were observed at the field. There was no air activity.

25 September. Between 2 and 4 p.m., a total of 43 IL-10s from another airfield landed at Brandenburg-Arado. All of the planes had yellow leading edges on their rudder assemblies and yellow propeller hubs. The following landings were observed:

Time

2:20 p.m.  
2:45 p.m.  
3:15 p.m.  
3:45 p.m.

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27 September. at 1 p.m., the IL-10 planes from another field were still stationed at the field in addition to one Li-2 plane.

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30 September. About 40 IL-10s were parked at the field at 4 p.m.

3 October. Fifteen IL-10s practiced formation flying from 1:20 p.m. to 1:30 p.m. There was formation flying by six IL-10s between 2:15 and 2:30 p.m.

5 October. At 11:15 a.m., 36 IL-10s were counted on the eastern edge of the field. Three additional IL-10s were observed in an open hangar.

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8 October. Thirty-six IL-10s were counted at the field.

10 October. No planes were observed at the field at 5 p.m.

15 October. The aircraft returned to the field at 2 p.m.<sup>2</sup>

13. On 2 September, about 10 shrapnel-proof aircraft revetments were completed in the northeastern corner of the field. Each revetment consisted of two sidewalls and a front wall which were filled with earth from the outside.

14. Source observed an air force lieutenant in the town who wore a golden oak wreath on his cap and around the visor, golden-bordered blue collar patches and full-dress uniform cuffs. The officer had a golden aviation badge on his right breast with the number "3" in the center of the badge. The same badge was previously observed on air force officers in Brandenburg who, however, had no oak wreath on their caps.<sup>3</sup>

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2. Comment. The observations of [ ] furnish an almost complete account of the air activity at Brandenburg-Adado airfield. The field is occupied by a ground attack regiment which is equipped with about 55 IL-10s. The planes are marked by a red upper edge on their rudder assemblies. It is believed that the regiment was transferred to another field, to participate in the fall maneuvers of the Eighth U.S. Army which were held in the Bessau area between 8 and 15 October. During the period from 25 to 29 September, the field was occupied by an additional ground attack regiment, probably for maneuvers. This additional regiment was one of the two ground attack regiments from Doberitz airfield. [ ] reported that the planes had yellow markings. The regiment definitely came from Doberitz because the observations on the arrival of the regiment on 25 September agree with information from Doberitz, according to which the two regiments left Doberitz on 25 September. The present location of the other regiment, which was marked by red upper edges on the rudder assembly, has not been determined. Both regiments probably participated in the fall

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


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3.  Comment. For sketch of radio truck, see Annex 1.

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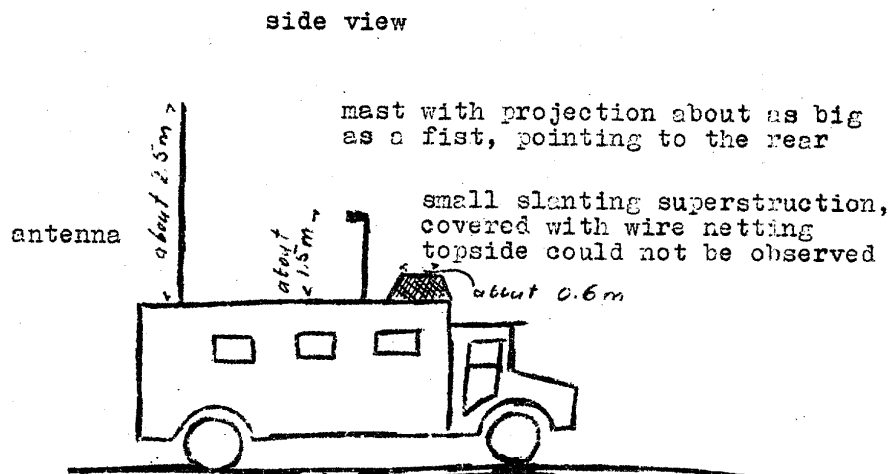
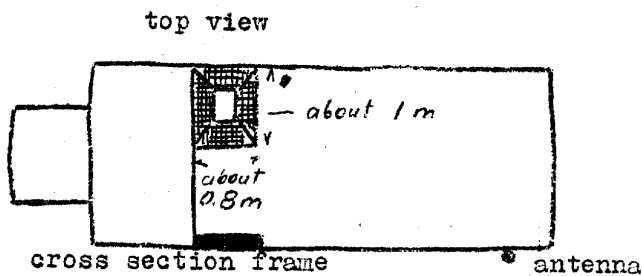
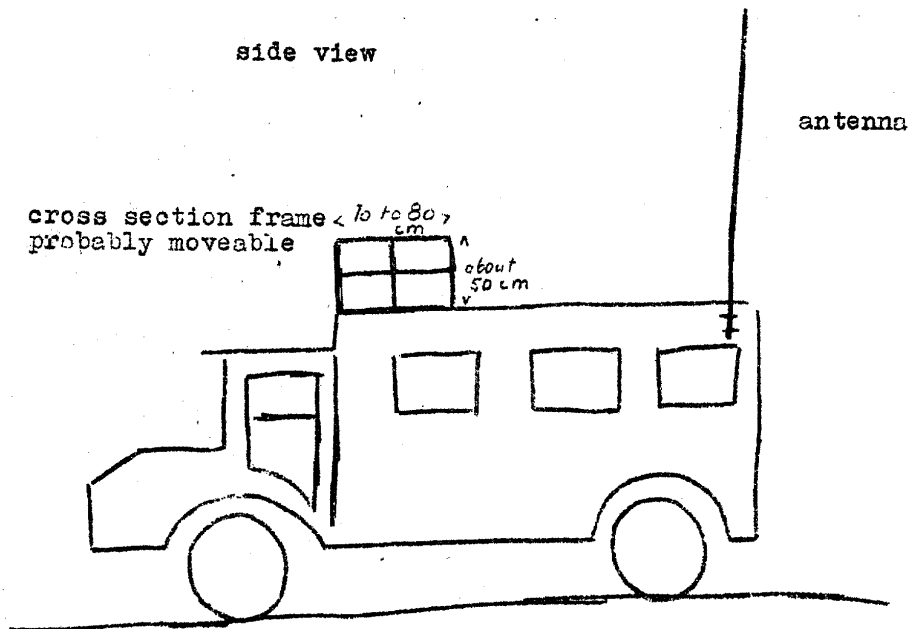
4.  Comment.  previously reported improvement work in the northeastern and southeastern corner of the field.  that the work was being done on AA gun emplacement. However, it is believed that work in the southeastern corner of the field is also being done on shrapnel-proof aircraft revetments.

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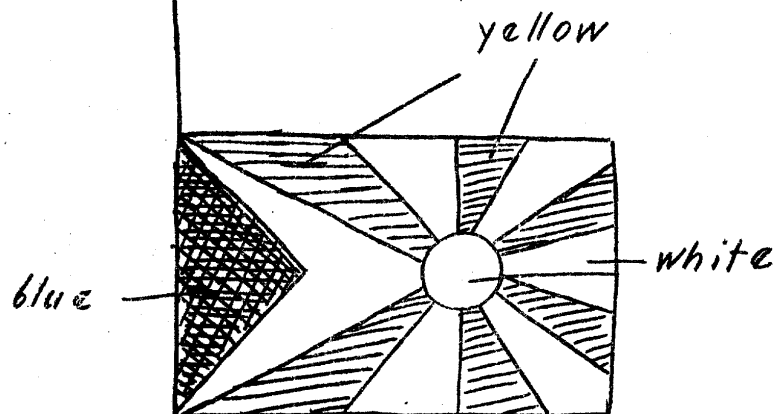
5.  Comment. For sketch of flag on antenna rod, see Annex 2.
6. For aviation badge worn by officer, see Annex 3.

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RADIO TRUCK OBSERVED ON BRANDENBURG ARADO AIRFIELD

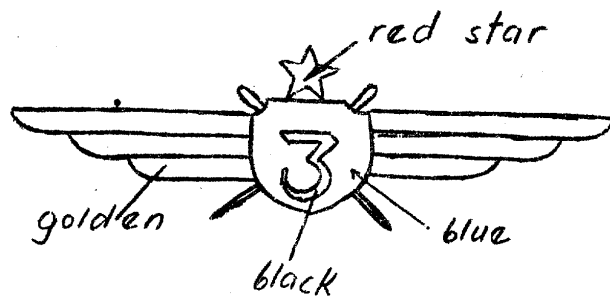


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Flag on Radio Truck at Brandenburg-Arado Airfield

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Aviation Badge Worn by Air Force Officer at Brandenburg-Arado Airfield



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